

CHAPTER SEVEN

Capital Improvement Program

The CMA must develop, as part of the CMP, a 6-year Capital Improvement Program to maintain or improve the performance of the multi-modal transportation system for the movement of people and goods and to mitigate regional transportation impacts identified through the land-use analysis program.¹ Capital improvement projects must conform to air quality mitigation measures for transportation-related vehicle emissions. The air quality mitigation measures are contained in the BAAQMD's 1997 Clean Air Plan.

RELATIONSHIP TO THE TRANSPORTATION EFFICIENCY ACT OF 1997

The federal Transportation Efficiency Act for the 21st Century of 1997 requires the regional transportation plan prepared by MTC to be consistent with reasonable assumptions of future funding. The Act also emphasizes methods to improve the operation of the existing transportation system. Such methods include traffic operations systems, arterial signal timing, parking management, transit transfer coordination, and transit marketing programs. These federal requirements have been considered in the development of the CMP Capital Improvement Program.

RELATIONSHIP TO THE REGIONAL TRANSPORTATION PLAN

Since the CMP ultimately will be incorporated into the *Regional Transportation Plan* action element, projects selected for the Capital Improvement Program need to be consistent with the assumptions, goals, policies, actions and projects identified in that plan. The *Regional Transportation Plan*, prepared by MTC, is the basic statement of Bay Area transportation policy. Because of the interdependence of transportation planning and other regional planning, the regional plan strives to adopt policies that complement and support programs of federal, state and regional agencies.

MTC has adopted a capital investment policy for the *Regional Transportation Plan*.² This policy sets forth MTC's approach to capital investment in the transportation system. The Capital Improvement Program in the CMP has been formulated in consideration of MTC's policy. In October, 1999, MTC adopted Resolution 3216, which outlines the principles for programming federal Transportation Efficiency Act funds. The principles are outlined below.

¹ California Government Code Section 65089(b)(5)

² MTC Resolution 2930

PRINCIPLES FOR INVESTMENT OF SURFACE TRANSPORTATION PROGRAM/CONGESTION MITIGATION AND AIR QUALITY FUNDS

Resolution 3216 cited above identifies the following principles and order of priorities for investment of federal Surface Transportation Program and Congestion Mitigation and Air Quality funds:

- For federal flexible discretionary funds, two areas of investment must be provided for statutorily. First, the funding of transportation control measures will be a priority for the programming of Congestion Mitigation and Air Quality funds to supplement their funding, both state and federal, from other sources. Second, the funding of transportation enhancements will be established through a mandated set aside through the Surface Transportation Program.
- Even with increased State Transportation Improvement Program programming levels as a result of the Transportation Efficiency Act, it is clear that we cannot build our way out of congestion in the Bay Area transportation system by physically expanding the system. Consequently, system-management strategies must be developed and implemented as part of MTC's federal discretionary investment program to maximize use of the existing system. Such strategies should be designed to improve the use and safety of the existing multimodal transportation system, in the most cost-effective manner possible.
- The MTC's adopted transportation/land-use policy statement that emphasizes livable communities requires investment of regional discretionary/flexible fund sources to be relevant and viable. MTC and the Bay Area Partnership must cooperatively develop that funding opportunity as part of the federal flexible funding program. In particular, community-oriented strategies that may not be eligible for Transportation Enhancements Act funding will be a focus of federal flexible funding investment.
- Preservation and maintenance of the existing system—including local roads and transit—remains essential. Therefore, it will be a key component among the many objectives to be achieved in programming federal discretionary funds. In particular, flexible funds will be used to address maintenance and rehabilitation shortfalls that cannot be satisfied from other federal, state, regional or local funding sources.
- Capacity expansion typically dominates the region's capital investment program in the State Transportation Improvement Program. Expansion will be considered as part of the federal flexible program only after it is determined that outstanding maintenance and system management needs as outlined above are addressed either in the State Transportation Improvement Program/federal program or from other sources of revenue. Any investments made in capacity expansion with federal flexible funds should focus on the most cost-effective strategies available, given the limited resources available in the program.

PROGRAMMING STRUCTURE FOR SURFACE TRANSPORTA- TION PROGRAM AND CONGESTION MITIGATION AND AIR QUALITY FUNDS

In order to reflect and ensure the order of investment priorities discussed above, and to achieve a balance between geographically based return to source expectations and regional needs which are not defined by or limited to county boundaries, MTC established the following basic distribution of federal and state funds for programming federal flexible funds: County Maintenance and Rehabilitation, Regional Customer Service, Transportation for Livable Communities, Regional Transportation Plan Corridor Management, and Multicounty/Regional Transit. Each of these funding categories is presented in more detail below.

County Maintenance and Rehabilitation

Funds for the maintenance and rehabilitation program will be made available to each of the nine Bay Area counties on a population basis for transit and roadway projects that maintain the existing transportation system. The following priority tier order for rehabilitation projects will be used by CMAs in developing their program of projects:

Roadway

- Metropolitan Transportation System (MTS) Pavement
- Non-MTS Pavement (must be federal aid eligible—includes roadways classified above that of rural minor collector or urban local)
- MTS Non-Pavement

- Non-MTS Non-Pavement
(must be federal aid eligible)

Transit

- Transit, Safety, ADA, Maintenance Facilities and Heavy Equipment
- Stations, Shelters, Intermodal Facilities, Station Parking
- Non-revenue Vehicles, Office Equipment, Maintenance Tools and Equipment
- Capitalized Maintenance

Note: Amenities (such as bike lanes, signalization, turn pockets, transit pull-outs, sidewalk ramps, guard rails, and culverts) are allowed up to 20 percent of the total cost of a pavement project. Where amenities exceed 20 percent of the total project cost, the project is considered non-pavement.

Regional Customer Service

Funds from this category will be programmed by MTC to the following regional customer service projects that improve the operation of the regional transportation system: regional transit marketing/Commuter Check[®] program, TravInfo, regional transit trip-planning system, Freeway Service Patrol, Pavement Management Technical Assistance Program, Traffic Engineering Technical Assistance Program, Performance Monitoring and TransLink[™].

Transportation for Livable Communities

A portion of the Surface Transportation Program/Congestion Mitigation and Air Quality funding will be devoted to MTC's Transportation for Livable Communities program. This program provides planning and capital assistance for projects that strengthen the

link between transportation, community goals and land use. Projects are developed in partnership with transportation providers and local communities, and involve public outreach and participation.³

Regional Transportation Plan Corridor Management

Funds for corridor management and safety projects will be made available to each of the nine Bay Area counties on a population basis. Prior to project solicitation, MTC and CMA staff will identify mutually agreeable program emphasis areas for each corridor identified in the *Regional Transportation Plan*.

Rehabilitation may be considered a program emphasis area in corridors for which MTC and the CMA agree that there are no high-priority corridor management strategies ready for implementation. Rehabilitation projects funded under the corridor management program will be subject to the screening criteria guidelines governing the county maintenance and rehabilitation program.

Multi-County/Regional Transit

Funds for the regional transit program will be apportioned to each urbanized area according to FTA Section 5307 apportionment factors to fund transit projects with multi-county or regionwide benefit, and other critical transit needs. Projects that maintain the existing transit system will be given priority. Programming of Section 5307 is under the sole purview of MTC.

³ Rules and criteria for the TLC program have been adopted by the Commission in Resolution No. 3212.

Eligible Strategies

Eligible **Corridor Management** Strategies are as follows:

Highways⁴

- Traveler assistance, incident response
- TOS and supplementary surveillance devices⁵

⁴ Operating assistance if the service implements a corridor management strategy in the appropriate, adopted corridor management plan, and the service meets the Federal Congestion Mitigation and Air Quality eligibility rules. Federal guidance on Congestion Mitigation and Air Quality restricts transit operating assistance to services that are “discrete new addition[s] to the system” and limits it to a maximum period of three years. After that time, other sources of funding must be used. The project sponsor must demonstrate the financial capacity to operate the service during the period for which Congestion Mitigation and Air Quality operating assistance is requested and after this period has expired. This must be demonstrated in the operators’ short-range transit plan or equivalent policy endorsed by the board of the sponsoring agency.

Federal guidance on Congestion Mitigation and Air Quality restricts operating assistance for traffic and transit management and traveler information systems/ centers to new or expanded systems with demonstrable air quality benefits. Operating assistance is generally limited to a period of three years. The project sponsor must demonstrate the financial capacity to operate the service after this period has expired.

⁵ TOS projects included in the CMA bid lists will be eligible for funding if the requests are consistent with a Caltrans/MTC plan for TOS/TMC currently being prepared, and to the extent that MTC and Caltrans reach a clear agreement on the availability of SHOPP funding for this program.

Transit/Ridesharing⁶

- HOV lane improvements (e.g., signs, striping)
- HOV bypass on on-ramps
- Park and Ride lots
- Bus pullouts
- Relocated/ enhanced transit stops
- Transit priority systems to improve timed transfers, schedule adherence (e.g., pre-emption, phasing)
- Real-time traveler information (such as information provided on-board vehicles and at stops and stations)
- Improved productivity tools (e.g., AVL components, implementing timed transfers)
- Earthquake response equipment
- New transit vehicles for services that implement corridor management strategies⁷
- Transit operating assistance for services that implement corridor management strategies.

Arterials⁸

- Interconnect arterial signals and freeway ramp meters

⁶ Please refer to footnote 4, on previous page.

⁷ The purchase of new transit vehicles will be eligible under this program if the vehicles will be used to run service that implements a corridor management strategy in the appropriate, adopted corridor management plan. The project sponsor must demonstrate financial capacity to operate the service. This must be demonstrated in the operators' short-range transit plan (SRTP) or equivalent policy endorsed by the board of the sponsoring agency.

⁸ Please refer to footnote 4, on previous page.

- Arterial signal interconnections and upgrades
- Traffic management centers
- Low-cost corrections to geometric deficiencies to improve flow, improve interface with highway, transit or freight operations

Bicycle/Pedestrian

- Bike/pedestrian access to transit centers and regionally important activity centers (e.g., bike routes, storage, station access)
- Bike racks on transit
- Gap closures for regionally significant Class 1 bike paths and Class 2 bike lanes, including freeway crossings (per the Bay Trail, regional, county, and city bike plans)

Freight

- Weigh-in-motion
- Truck parking areas (e.g., truck residential parking permit programs)
- Access improvements to/within major distribution centers (ports, etc.)

Eligible **Safety Strategies** are as follows:

Highways

- Low-cost safety improvements, where identified in corridor operational assessment or where highest priority and not addressed in SHOPP (e.g., reflectors, guard rails, signs, geometric corrections, striping)

Transit/Ridesharing

- Railroad crossing protection devices
- Transit security on buses and in stations (capital only)

Arterials

- Intersection enforcement (capital only)
- Low-cost safety improvements

Bicycle/Pedestrian

- Low-cost bicycle safety improvements (e.g., sidewalk bulbs, widening shoulders, safe drainage grates, signs, striping, crossing protection)
- Pedestrian crossings and crossing protection

Freight

- Railroad crossing protection devices

SENATE BILL 45 AND PROJECT DELIVERY

Senate Bill 45 restructured the State Transportation Improvement Program. The legislation provides for more programming control at the county level and also increases the focus on project delivery. In light of the new focus on project delivery for projects programmed in the State Transportation Improvement Program, the CMA has adopted an aggressive “Timely Use of Funds Policy.” The policy applies to all funding programs administered by the CMA, including projects programmed in the State Transportation Improvement Program, federal Surface Transportation Program/Congestion Mitigation and Air Quality and the Transportation Fund for Clean Air program.

ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY

Congestion Management Program, 2001

PAGE 78

The policy defines a strategy for project delivery assistance and evaluation of extension requests. It includes the following provisions:

- The CMA will provide sponsors with consultant support in the implementation of projects. This support will include assistance in the development of a baseline schedule and on-call availability for project delivery questions. The CMA and the project delivery assistance consultant will host a project delivery workshop after the adoption of every funding program by the CMA Board. This workshop will be mandatory for all project sponsors and will provide an overview of the program specific requirements for project delivery.
- The CMA will develop a project delivery web site managed by the project delivery consultant. Sponsors will be able to have project delivery questions answered via e-mail through the website. The website will also provide access to project delivery resources such as Caltrans local assistance, MTC and CTC. Project delivery status reports, as well as frequently asked questions, will be posted on the website.
- The policy establishes criteria for the evaluation of reprogramming and extension requests. These requests will be evaluated based on the nature of the circumstances causing the delay, the sponsor’s adherence to the baseline schedule and previous milestones, and the sponsor’s ability to meet future project delivery deadlines.
- Any project sponsor that fails to meet a timely use of funds deadline that results in a loss of programmed funds to Alameda County will be penalized in a future state or federal funding cycle an amount equal to the funds that were lost to Alameda County.

The complete Timely Use of Funds Policy is included as Appendix F.

Relationship to Air Quality Attainment Plans

The Capital Improvement Program, required as part of the CMP, is closely related to federal and state air quality attainment plans. Because the Bay Area failed to attain national ambient air quality standards before the 1977 Federal Clean Air Act Amendments' 1987 deadline, a revised State Implementation Plan was developed. The purpose of this plan is to show the measures to be taken to reduce air pollution and maintain compliance with federal requirements for annual emissions reductions.

In addition, on March 30, 2001, the U.S. Environmental Protection Agency (EPA) published a notice in the *Federal Register* that proposed partial approval and disapproval of the Bay Area's most recent plan to attain the 10-hour national ozone standard—the draft *1999 Ozone Attainment Plan*. The notice also proposed a formal finding that the Bay Area had not attained the one-hour standard by November 15, 2000, as required. In response, an updated 2001 plan is being prepared, which would correct the deficiencies in the draft 1999 plan and add new control measures to the *State Implementation Plan* to ensure that the region continues making progress toward attainment of the standard. The *Regional Transportation Plan* is required by federal law to conform to the *State Implementation Plan*. Because CMPs are required to be consistent with the *Regional Transportation Plan*, CMPs must also conform to the programs and policies outlined in the *State Implementation Plan*.

State air quality legislation, specifically the California Clean Air Act of 1988, requires the BAAQMD to prepare a Clean Air Plan designed to bring the Bay region's air basin into compliance with state air quality standards by the ear-

liest practicable date. The Clean Air Plan must include transportation control measures as well as stationary (e.g., oil refinery) source controls to achieve and maintain the respective standards for ozone and carbon monoxide.

Other legislation established a joint process between the MTC and BAAQMD for preparing the transportation control measures plan as part of the state Clean Air Plan.⁹ The 1997 Clean Air Plan for the Bay Area has been adopted by the BAAQMD.

The BAAQMD has ongoing efforts to attain the more stringent state one-hour ozone standard. As required by state law, the BAAQMD adopted a plan to attain this standard in 1991. The Clean Air Plan was updated in 1994, 1997 and 2000. The 2002 Clean Air Plan has not been adopted by BAAQMD.

According to BAAQMD, ABAG, and MTC, the Bay Area's air quality setting has not changed much since 1991. Despite hot weather and high ozone levels in 1995, 1996 and 1998, monitoring data show a downward trend in ozone concentrations since the late 1980s. Peak ozone concentrations have declined 1.4 percent per year on average since the 1986-88 base period. The region recorded three excesses of the national ozone standard and 20 excesses of the state standard in 1999, and three excesses of the federal standard and 12 excesses of the state standard in 2000. However, the region's air quality conditions continue to show generally clean air with occasional exceedances of the national ozone standard and more frequent exceedances of the state ozone standard. The federal and state transportation control measures listed in the attainment plans have implications for county CMPs. MTC will give priority to proposed projects that support or help implement any of the transportation control measures outlined in this revised plan. Therefore, Alameda County's Capital

Improvement Program highlights any proposed project's link to the Transportation Control Measure Plan. Appendix E includes a table that shows the federal and state transportation control measures and how the 2001 CMP Capital Improvement Program relates to them.

Relationship to the Countywide Transportation Plan

The CMA adopted a long-range transportation plan for Alameda County in August 2001. Each county within the jurisdiction of MTC can prepare a county transportation plan in cooperation with the cities, county and transit operators.¹⁰ The county transportation plan is the primary basis for the county's component of the RTP.

The Alameda County CMA will continue to use its CMP as the primary vehicle for implementing the long-range countywide transportation plan. The CMP *Capital Improvement Program Guidelines* and other funding policies adopted by the CMA Board require projects seeking federal or state funding to be consistent with the *Countywide Transportation Plan*. The CMA's transportation investment policies adopted with the Alameda County *Countywide Transportation Plan* are as follows:

- The CMA's investment program shall be balanced in a manner consistent with its adopted funding equity formula.
- The CMA's investment program shall be tailored to meet local needs of each corridor and coordinated to ensure the safe and efficient movement of people and freight.

- The CMA shall make every effort to secure additional revenues necessary to fund an investment program which gives appropriate balanced emphasis to:
 - The safe and efficient operation of the existing transportation system
 - The maintenance and rehabilitation of existing facilities and services
 - The implementation of those projects that are ready for implementation and for which funding has been committed in the CMP
 - Those improvements necessary to enhance the safety and operating efficiency of critical freight routes
 - Those improvements necessary to enhance transit service
 - Those major investments that are identified through the corridor/areawide transportation management planning process

By consensus, the CMA adopted an additional policy which requests project sponsors to show the CMA as a funding partner on new advertisements displayed for transportation improvements. For example, roadside signs placed near construction zones that advertise the name of project sponsors such as the State of California, the Alameda County Transportation

⁹Assembly Bill 3971 (Cortese)

¹⁰ Assembly Bill 3705 (Eastin), Statutes of 1988

Authority and/or local jurisdictions, should also list the Alameda County Congestion Management Agency.

The CMA board approved the updated long-range transportation plan in August, 2001. Any changes in policy affecting the CMP are incorporated in the 2001 update of the CMP.

Relationship to CMA Corridor Studies

The CMA has identified a need for corridor/areawide management planning, which was identified in the *Countywide Transportation Plan*. The planning process approved in the plan will:

- Provide valuable information in assessing longer term land-use impacts and possible solutions;
- Identify comprehensive approaches to congestion management which can aid in the development of deficiency plans where level-of-service standards have been or are expected to be exceeded; and
- Provide support that allows each community within the corridor/area to demonstrate how the community's share of cumulative/regional transportation impacts could be mitigated through cooperative planning and investment. Since adoption of the 2001 *Countywide Transportation Plan* and 1999 CMP, corridor studies have been completed for I-80, I-580/Altamont, I-880 Intermodal Corridor and San Pablo Avenue and the SMART Corridor programs in the San Pablo and I-880 corridors.

A DIVERSIFIED STRATEGY

The long-range transportation plan points to a diversified strategy for managing congestion and sustaining mobility. The following findings highlight this need for a strategy, which includes all reasonable options:

- The Alameda *Countywide Transportation Plan* Tier 1 and 2 includes \$2.8 billion in projects, programs and services.
- Even with this extensive investment, the countywide travel model forecasts congestion to become more severe by 2025.
- It is therefore clear that we cannot rely solely on investment in facilities and services as a way out of the transportation problem.
- The transportation needs in Alameda County outweigh the available revenues over the 25-year period in Alameda County.
- It is therefore apparent that all available options must be considered to sustain an acceptable level of mobility in Alameda County—pricing strategies, land-use strategies, managing the existing system better to stretch its capacity, options such as telecommuting which reduce work trips, carefully selected transportation investment, new and/or expanded revenue sources, and other approaches which may surface.
- One approach by itself is unlikely to be successful.

The Capital Improvement Program includes projects, which further a diversified strategy. Operational improvements intended to efficiently use existing facilities, transit investment and coordination, intermodal freight

facilities, non-motorized facilities, and other investment strategies have been considered in the development of the CMP Capital Improvement Program.

As adopted in the 2001 *Countywide Transportation Plan*, the diversified strategy for transportation investments in Alameda County consists of eight component elements:

- an investment program with the flexibility to finance street, highway and mass transit projects, so that each can be employed where it offers the most cost-effective method of transportation improvement;
- a commitment to equity in funding which ensures that each of the county's four planning areas enjoys a level of investment commensurate with its share of the countywide population;
- funding policies designed to enhance the priority of those highway and transit projects that have been identified through the corridor/areawide transportation management planning process;
- funding policies designed to ensure adequate expenditures for the maintenance, operation and operational improvement of existing facilities and services;
- funding policies designed to ensure efficient operation of those facilities that are essential for freight movement;
- cooperative planning designed to engage city, county, CMA and state authorities in planning for corridor/areawide traffic management;

- planning guidelines designed to ensure strategic treatment of hubs, gateways and intermodal terminals; and
- pricing policies designed to reconcile mobility and air quality and provide more options to the public.

COMPONENTS OF THE CAPITAL IMPROVEMENT PROGRAM

The 2001 Alameda County Capital Improvement Program covers a 5-year period (fiscal year 2001-02 to 2006-07) and is comprised of the following:

- major capital projects and transit rehabilitation projects programmed in the 2000 State Transportation Improvement Plan and the last three years of the Transportation Efficiency Act; and
- other major highway, transit and local projects intended to maintain or improve the performance of the CMP network.

The Capital Improvement Program also includes a list of projects needing a project study report. This list is intended to identify project cost and scope, and are a requirement for a project before it can be included in the State Transportation Improvement Program.

The projects in the Capital Improvement Program are linked to the vision and projects presented in the 2001 *Countywide Transportation Plan*. The Capital Improvement Program projects are taken from the 25-year

plan either as a specific capital project or from funding set aside to cover categories of projects, including maintenance and rehabilitation of local streets and roads, transit capital replacement, bicycle and pedestrian improvements, and operational improvements.

Figure 12 describes the process for soliciting, evaluating and selecting projects for state and federal funding. In order to assure consistency with regional transportation and air quality goals, Alameda County's priorities for state and federal funding have been developed consistent with MTC's resolution 3216.

FUNDING OF THE CAPITAL IMPROVEMENT PROGRAM

The Capital Improvement Program includes projects anticipated to assist in maintaining the level of service and performance standards of the CMP. Funding for all projects, however, has not been secured. Some projects shown in the Capital Improvement Program may need supplemental funding from other sources or may be resubmitted for state/federal funding consideration in future years.

The CMA is exploring sources of new revenue for transportation facilities and services considered in the *Countywide Transportation Plan*. Revenue enhancement is a critical component of the plan; the transportation need over the next 25 years exceeds available revenues. The CMA will support new revenue sources which best meet the goals of the long-range transportation plan and CMP.

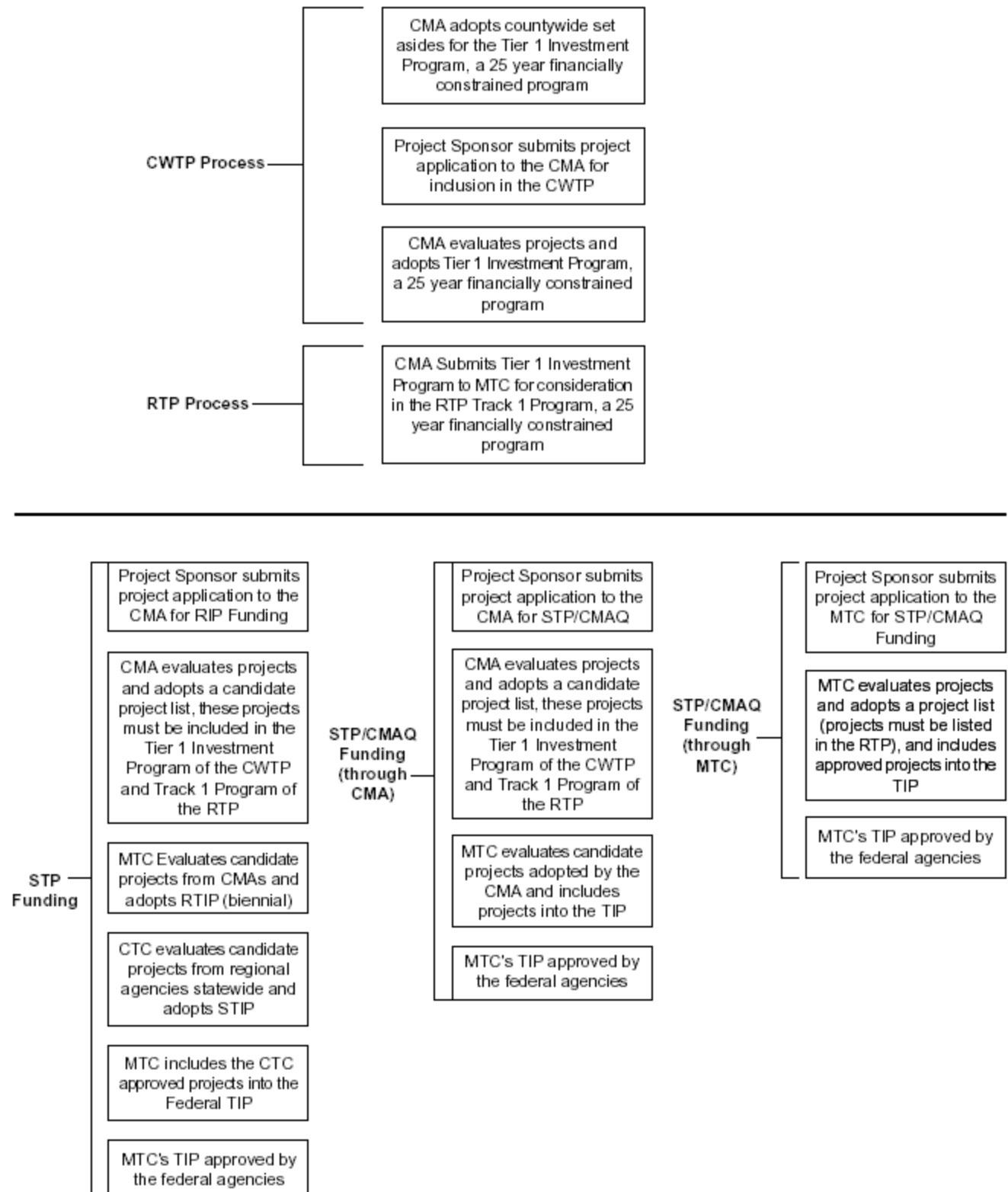
These revenue sources could include a regional, state or federal gas tax increase or a bridge toll increase. The CMP law itself suggests another possible funding source—traffic impact fees.¹¹ The Tri-Valley Transportation Council including the cities of Livermore, Dublin and Pleasanton and Alameda County has developed a sub-area traffic mitigation fee. The Council has adopted an Expenditure Plan identifying the projects to be included in the final fee and has begun implementation. The city of Livermore also adopted a traffic-mitigation fee in 2001 to fund regional transportation improvements in the city of Livermore.

CAPITAL IMPROVEMENT PROGRAM

Table 15 lists the Alameda County projects recommended for funding in the 2002 State Transportation Improvement Plan and the 2001 CMA Transportation Improvement Plan. These projects have been screened for consistency with the *Countywide Transportation Plan*. The 2002 State Transportation Improvement Plan is scheduled to be approved by the California Transportation Commission in April 2002.

Table 16 contains Major Capital Projects and Transit Rehabilitation Projects programmed in the 2000 State Transportation Improvement Plan and the last three years of TEA-21 and other major highway, transit and local projects intended to maintain or improve the performance of the CMP network.

¹¹ Section 65089(b)(4)

Figure 12 — CMA Process for Selecting Projects For State and Federal Funding

The Capital Improvement Program also includes the CMA's adopted project study report priority list, shown in Table 17. Project study reports specify the project costs, project scope and alternatives, and are required before a project can be included in the State Transportation Improvement Program. Each county's prioritized project study report list can be included in the Regional Transportation Improvement Program.¹²

UPDATING THE CAPITAL IMPROVEMENT PROGRAM

The CMP law requires biennial updating of the Capital Improvement Program. In order to update the program, each city, the county, Caltrans, the Port of Oakland, each transit operator and other project sponsors must, by February 1 of each odd numbered year, submit to the CMA a list of projects intended to maintain or improve the level of service on the designated system and to meet transit performance standards.

¹² Assembly Bill 2038 (Eastin) Statutes of 1990

Table 15 — Projects Recommended for Funding in the 2002 State Transportation Improvement Program and the 2001 CMA Transportation Improvement Program

SPONSOR PROJECT		2002 STIP/2001 CMA TIP PROPOSED FUNDING (\$ x 1,000)						Total
		FY	FY	FY	FY	FY	FY	
		01/02	02/03	03/04	04/05	05/06	06/07	
AC Transit	Districtwide Maintenance Facility Upgrades	\$0	\$3,705	\$0	\$0	\$0	\$0	\$3,705
AC Transit	Expansion of SATCOM	\$0	\$1,000	\$0	\$0	\$0	\$0	\$1,000
AC Transit	MIS Ph2, Berkeley/Oakland/San Leandro Corridor	\$0	\$2,700	\$0	\$0	\$0	\$0	\$2,700
AC Transit	Retrofit wheelchair securements	\$0	\$601	\$0	\$0	\$0	\$0	\$601
AC Transit	Bus Acquisition	\$0	\$8,500	\$0	\$0	\$0	\$0	\$8,500
ACCMA	I-880 North County Operations and Safety Study	\$440	\$0	\$0	\$0	\$0	\$0	\$440
ACCMA	Installation of Priority and Video Detection Equipment, San Pablo Ave.	\$0	\$783	\$0	\$0	\$0	\$0	\$783
ACTA	I-880/Rte 262/Warren Ave. IC and Widening w/E. Warren Grade Separation	\$0	\$20,000	\$0	\$0	\$0	\$0	\$20,000
Alameda	Tinker Ave Extension w/College of Alameda Transit Center	\$0	\$0	\$4,000	\$0	\$0	\$0	\$4,000
Alameda County	E. Dublin/Pleasanton BART Station Transit Village Parking Structure	\$0	\$3,000	\$0	\$0	\$0	\$0	\$3,000
Alameda County	Vasco Road Safety Improvements: re-Alignment and Passing Lanes	\$0	\$0	\$1,400	\$0	\$0	\$0	\$1,400
BART	AFC Modernization - Replace ticket vendors, addfare and faregates	\$0	\$2,283	\$0	\$0	\$0	\$0	\$2,283
BART	Lake Merritt Channel Subway Repair	\$0	\$2,000	\$0	\$0	\$0	\$0	\$2,000

2002 STIP/2001 CMA TIP PROPOSED FUNDING

ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY

Congestion Management Program, 2001

		2002 STIP/2001 CMA TIP PROPOSED FUNDING						
		(\$ x 1,000)						
SPONSOR PROJECT		FY	FY	FY	FY	FY	FY	Total
		01/02	02/03	03/04	04/05	05/06	06/07	
BART	Platform Edge Tile Project - Replace	\$0	\$1,248	\$0	\$0	\$0	\$0	\$1,248
BART	Warm Springs Ext.,Project Dev. and Supp EIR	\$4,991	\$0	\$7,000	\$12,700	\$0	\$0	\$24,691
BART	Oakland Airport Connector, Design and ROW Acquisition	\$0	\$15,200	\$0	\$22,800	\$0	\$0	\$38,000
BART	A/B Car Rehabilitation	\$0	\$8,800	\$0	\$0	\$0	\$0	\$8,800
Berkeley	I-80 Bike/Ped Overcrossing: Access Imp.s/Enhancements	\$0	\$800	\$0	\$0	\$0	\$0	\$800
Caltrans	Mandela Pkwy Ext.: Widen Existing and Provide Left Turn Pockets	\$0	\$2,060	\$0	\$0	\$0	\$0	\$2,060
Caltrans	Rte 84 WB HOV Lane Ext. from Newark Blvd. to I-880	\$0	\$480	\$280	\$0	\$0	\$0	\$760
Caltrans	Rte 84 WB HOV on-ramp from Newark Blvd. to exist HOV lane	\$0	\$300	\$280	\$0	\$0	\$0	\$580
Caltrans	Supp \$ for wetland mit. and planting for I-80 HOV (OAC to Powell)	\$0	\$138	\$0	\$0	\$0	\$0	\$138
Caltrans	Supp \$ for wetland mit. and planting for I-80 HOV (near Central)	\$0	\$52	\$0	\$0	\$0	\$0	\$52
Caltrans	I-580 EB and WB HOV Lanes - Santa Rita to Vasco (ROW Acquisition)	\$0	\$0	\$0	\$16,000	\$0	\$0	\$16,000
Caltrans	Oakland Soundwall Project: I-580	\$0	\$122	\$0	\$0	\$0	\$0	\$0
Caltrans	San Leandro Soundwall Project: I-580	\$0	\$600	\$5,280	\$0	\$0	\$0	\$0
Caltrans	Livermore Soundwall Project: I-580 westbound	\$0	\$1,014	\$0	\$0	\$0	\$0	TBD
Dublin	Dublin Blvd. Widening (Village to Sierra)	\$400	\$600	\$0	\$0	\$0	\$0	\$1,000

		2002 STIP/2001 CMA TIP PROPOSED FUNDING						
		(\$ x 1,000)						
SPONSOR	PROJECT	FY 01/02	FY 02/03	FY 03/04	FY 04/05	FY 05/06	FY 06/07	Total
Emeryville	Intermodal Transit Improvements at Emeryville AMTRAK Station	\$0	\$890	\$0	\$0	\$0	\$0	\$890
Fremont	Washington and Paseo Padre Grade Seps (UPRR)	\$0	\$0	\$7,500	\$0	\$0	\$0	\$7,500
LAVTA	New LAVTA Satellite Facility	\$0	\$0	\$4,000	\$0	\$0	\$0	\$4,000
Newark	Central Ave. Grade Sep (UPRR) - Environmental and Design only	\$0	\$145	\$485	\$0	\$0	\$0	\$630
Newark	Widen Thornton Ave. (Gateway to Hickory) Env and Design only	\$0	\$120	\$285	\$0	\$0	\$0	\$405
Oakland	MacArthur BART Station Transit Village, Comprehensive Plan	\$0	\$500	\$0	\$0	\$0	\$0	\$500
Oakland	I-880 Access at 42nd/High Street: Local Road Improvements	\$0	\$2,605	\$525	\$0	\$0	\$0	\$3,130
Port	Widen SR 61 re-Align Langley Street. Install new signal	\$0	\$1,000	\$0	\$0	\$0	\$0	\$1,000
San Leandro	Widen Marina Blvd. (Alvarado to San Leandro)	\$150	\$0	\$0	\$0	\$0	\$0	\$150
ACE/CMA	ACE Trackage and Maintenance Improvements, Alameda County Share	\$850	\$825	\$825	\$0	\$0	\$0	\$2,500
Union City	UC Intermodal Station - Ph 1	\$0	\$3,300	\$0	\$0	\$0	\$0	\$3,300
Caltrans	I-80 Sound barrier near Berkeley Aquatic Park	\$0	\$0	\$2,986	\$0	\$0	\$0	\$2,986

Table 16 — 2001 Capital Improvement Program

Major Capital Projects and Transit Rehabilitation Projects programmed in the 2000 State Transportation Improvement Program and the last three years of the Transportation Efficiency Act and other major highway, transit and local projects intended to maintain or improve the performance of the CMP network.

Sponsor	Project	PROJECT FUNDING (\$ x 1,000)			
		Federal	State	Local	Total
All Alameda Jurisdictions	Road Rehabilitation Investment (5 year total)				105,755
All Alameda Jurisdictions	Roadway Operational Improvements (including signal timing and upgrades) (5 year total)				123,011
All Alameda Jurisdictions	Bike/Ped Projects (5 year total)				63,982
AC Transit	ADA Paratransit Assistance	19,200	800	4,000	24,000
AC Transit	Bus Component Rehabilitation		22,425	2,914	25,339
AC Transit	Engine and Transmission Rehab/Tires and Tubes	7,000		800	7,800
AC Transit	Bus Replacement Program	52,000	27,000	51,000	130,000
AC Transit	San Mateo and DB Buses	3,700	300	2,900	6,900
AC Transit	San Pablo BRT/MIS Oakland/Berkeley	3,100		900	4,000
AC Transit	Preventive Maintenance	52,300	13,200		65,500
AC Transit	Welfare to Work/Job Access Grant	2,700		1,400	4,100
AC Transit	Hydrogen Fuel Cell Bus Demo	1,200	10,200	1,600	13,000
AC Transit	Other Equipment Replace/Upgrade	8,900		2,200	11,100
CMA	I-680 SB aux lane - HOV (Sunol Grade)	9,750		1,290	11,040
CMA	I-880 SMART Corridor (Between Rt. 84 and High St.)	3,000	143	245	3,388
CMA	San Pablo Ave Smart Corridor - Phase II	3,568	139	667	4,374
ACTA	Hayward bypass		15,381	122,654	138,035
ACTA	Mission Blvd. Intersection improvements		2,064	38,201	40,265

Sponsor	Project	PROJECT FUNDING (\$ x 1,000)			
		Federal	State	Local	Total
ACTA	SB Rt. 680/580 connector		12,811	110,119	122,930
ACTA	Route 262/Warren Ave./I-880	11,277	57,447	86,455	155,179
Ala County	ACE Track Improvements	4,000		12,601	16,601
Ala County	Crow Canyon Rd. Improvements and Safety Improvements		950	3,050	4,000
Ala County	Redwood Road widening	1,588		207	1,795
Ala County	Lewelling Blvd Widening				11,400
Ala County	Vasco Rd Safety Improvement		2,000	11,600	13,600
Ala County	I-580 Interchange Imp in Castro Valley			10,700	10,700
Ala County	Ashland/Bayfair Transit Center	2,300			2,300
Ala County	East Dublin Pleasanton Transit Village	3,300		18,700	22,000
Alameda	Tinker Avenue Extension			8,600	8,600
Albany	Albany Cordonices Creek Commuter Bike Route	97		14	111
Albany	Buchanan/East Shore/Rt 80 Interchange Improvements		4,260		4,200
BART/Port	BART Oakland Airport Connector	25,000	83,000	113,300	221,300
BART	Fruitvale BART Parking Structure		7,652	4,060	11,712
BART	Warm Springs Extension		219,700	377,200	596,900
BART	Transit Capital Rehabilitation			20,000	20,000
Berkeley	Adeline Corridor Ped/Bike Improvements	1,000		130	1,130
Berkeley	Berkeley Rail stop and Transit Plaza	641		628	1,269
Berkeley	Bike/Ped overcrossing I-80 at University	2,927	1,000	319	4,246
Berkeley	San Pablo Ave. Corridor Bicycle Path	398	4	48	450
Caltrans	Bay Trail (Baumberg Track Trail Segment)	250	377		627
Caltrans	Bay Trail (Fremont-Newark Segment)	528	69		597

Sponsor	Project	PROJECT FUNDING (\$ x 1,000)			
		Federal	State	Local	Total
Caltrans	Bay Trail (Union City Segment)		1,000	795	1,795
Caltrans	Berkeley Bayshore Bikeway	2,420	807		3,227
Caltrans	Hayward bypass		22,611		22,611
Caltrans	I-680 Sunol Grade HOV Lane		92,877	29,900	122,777
Caltrans	I-80 Eastbound HOV lane extension		3,424		3,424
Caltrans	Oakland Bay Trail: Mandela Parkway	902		230	1,132
Caltrans	Ramp metering in Oakland and Emeryville		1,436		1,436
Caltrans	Ramp metering with HOV bypass lanes	1,533			1,533
Caltrans	Rt. 238 NB and SB widening		11,508	39,142	50,650
Caltrans	Rt. 84 - 4 lane expressway on new alignment		10,000	111,669	121,669
Caltrans	I-880/92		0	10,000	10,000
Caltrans	I-880/Broadway-Jackson		6,223	6,960	13,183
Caltrans	I-580 Improvements		25,000	11,600	36,600
Caltrans	Route 84 HOV Lane Improvements		350		350
Dublin	580 Tassajara Rd. Interchange Improvements		4,700	9,600	14,300
Dublin	Alamo Canal Bike Project	175		154	329
Dublin	Dublin Blvd. Widening		2,500		2,500
Dublin	Dublin Blvd. Widening - Dougherty to Scarlett			2,366	2,366
Dublin	I-580 / Hacienda Dr. Interchange Improvement			1,499	1,499
Dublin	I-580/San Ramon Road Interchange Imp.				1,673
Dublin	I-580/Fallon Road Interchange Imp.				8,436
Dublin	Dougherty Road Improvements - Houston Place to I-580				5,922

Sponsor	Project	PROJECT FUNDING (\$ x 1,000)			
		Federal	State	Local	Total
Dublin	Dublin Blvd Widening - Dougherty Road to Scarlett Drive				3,056
Emeryville	Ashby/Shellmound Interchange				8,000
Emeryville	Amtrak Intermodal Transit/Parking Facilities		3,000	6,600	9,600
Fremont	Grade Seps at Washinton Blvd/Paseo Padre		35,700	23,800	59,500
Fremont	Osgood Road Widening	1,500		2,947	4,447
Hayward	Clawiter Rd. Arterial Access Improvements	1,072	21	118	1,211
Hayward	D Street widening	4,434		3,962	8,396
Hayward	Industrial-Whipple Corridor Project	1,690	57	193	1,940
Livermore	Cloverleaf Interchange on I-580 at Isabel Avenue		27,000	40,200	67,200
Livermore	Greenville Rd. Widening - UPRR Bridge Rp	5,071		1,268	6,339
Livermore	Isabel Ave. Extension Phase 2		10,239	81,206	91,445
Livermore	Modify interchange at N. Greenville Rd.			18,690	18,690
Livermore	Vasco Rd./I-580 Interchange Improvements Phase I			7,200	7,200
Oakland	42nd Ave/High St. Imp access to I-880		1,000	800	1,800
Oakland	E. 12th/San Leandro St. Realignment	1,279	166		1,445
Oakland	EastLake Streetscape and Pedestrian Enhancement	1,546		212	1,758
Oakland	Embarcadero Bay Trail		800	750	1,550
Oakland	Fruitvale Streetscape and Multi-Modal Project	2,000		260	2,260
Oakland	Grand Avenue Pedestrian and Transit Bulb	323		42	365
Oakland	Oakland Coliseum Intercity Rail Station		4,075		4,075
Oakland	Posey Corridor Improvements	177		23	200
Oakland	San Pablo Ave. Median Construction	609		79	688

ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY

Congestion Management Program, 2001

PAGE 92

Sponsor	Project	PROJECT FUNDING (\$ x 1,000)			
		Federal	State	Local	Total
Oakland	Third Street Extension		1,241	177	1,418
Pleasanton	Alamo Canal Bicycle Trail (Gap Closure)	442	10	47	499
Pleasanton	Arroyo Mocho Trail (Alamo Canal to Santa Rita Road)	232		32	264
Pleasanton	I-580 Smart Corridor - Phase II	223		302	525
Pleasanton	I-580/I-680 TOS transit enhancements	491	23	41	555
Port	Air Cargo roadway (Doolittle - North) Airport	500		9,750	10,250
Port	Airport Roadway Project			114,000	114,000
Port	Improvements to Langley St./SR 61	500	1,000	1,000	2,500
Port	North Field Air Cargo Access Road				10,400
Port	Reconstruction of 7th St. Rail Grade Crossing				45,000
Port	Other JIT and Marine Terminal access Roadway Realignment/Improvements				30,000
Port	Realignment for Middle Harbor Road and Adeline St. Overcrossing to K St.				4,800
Port	JIT Expansion				75,000
Port	Airport Drive				94,000
Port	Elevated Road at Terminal Complex				88,000
San Leandro	E. 14th St. Median Improvements	747		186	933
San Leandro	Railroad Grade Crossing Improvements	373		93	466
San Leandro	West San Leandro BART Shuttle	375		375	750
Union City	Union City Blvd. Park and Ride Lot		471	61	532
Union City	Union City Intermodal Station		342	10,000	10,342
Union City Transit	Bus Purchase/CNG Facility				1,422

PROJECT LOCATION	PROJECT DESCRIPTION (PSRs to be completed by Caltrans)	COMMENTS
I-580 HOV/Auxiliary Lanes, Pleasanton	Construction of HOV and Auxiliary lanes from Tassajara Road to Vasco Road	PSR underway by Caltrans, anticipated to be completed Fall 2001. ACTIA Auxiliary lane project included in this PSR.
I-880 Broadway/Jackson Interchange, Oakland	Phase II Improvements at the I-880 Broadway/Jackson Interchange	Phase I PSR complete. ACTIA and STIP Funded Project
Route 13/24, Oakland	Operational Improvements at Route 13/24	
Route 92/Clawiter Interchange, Hayward	I-880/92 Reliever Route and modification of Route 92/Clawiter interchange	A PSR was completed for this project in 1992. An update to this PSR is requested. ACTIA Funded Project
Caltrans Soundwall Projects	TBD	
	Locally funded PSRs requiring Caltrans oversight	
Tinker Ave. Roadway Project, Alameda	Extension of Tinker Ave to Webster Street (Route 260) and improvements to Webster/Tinker intersection.	
I-680/I-880 Cross Connector, Fremont	Construct cross connector between I-680 and I-880	Santa Clara VTA and ACTIA are lead agencies in PSR development. ACTIA Funded Project
Route 84 Expressway, Livermore	Route 84 Expressway in the Isabel Ave/Vallecitos Rd Corridor	City of Livermore is lead agency in PSR development. ACTIA Funded Project
I-580 Interchanges, Castro Valley	Construction Interchanges	ACTIA to be lead agency in PSR development. ACTIA Funded Project
I-580/San Ramon Road Interchange, Dublin/Pleasanton	Interchange improvement project to reconfigure interchange to a standard partial cloverleaf	
I-580/Fallen Road Interchange, Dublin	Modify interchange to a partial cloverleaf and increase capacity of the ramps	
I-880/Marina Blvd., San Leandro	Modify Interchange	

ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY

Congestion Management Program, 2001